

In the Claims:

Please amend the claims as follows:

Claim 1 (currently amended): A wing of an aircraft comprising a fore box and main flap located in a wing chamber, said fore box and main flap wing connected by spring actuators to each other and moving on rolls along curved guides, the fore box being in a first position at least partially within the wing chamber, and the main flap is being in one position at least partially within the chamber or fully beyond the wing chamber, said fore box having an outline with both upper and bottom lines conforming to the shape of the wing chamber-C-shaped rail guides fixedly secured to the wing, comprise means for coordinatingg the movement of the fore box and the main flap so that during protrusion of the wing flap, the wing flap rides on and is supported by said rail guides so that the extension and camber of the wing airfoil increases continuously and a rear wall of the fore box forms with the attack surface of the main flap a continuously changing slot.

Claim 2 (previously amended): The wing of an aircraft as claimed in Claim 1, radius of curvature of guides is bigger than a half chord (c) of wing airfoil section.

Claim 3 (previously amended): The wing of an aircraft as claimed in Claim 2, wherein the driving gear of each flap is located along the wing span behind an aft spar of the wing box and fixed on a rear plane of the wing box, perpendicular to airfoil section chord.

Claim 4 (previously amended): The wing of an aircraft as claimed in Claim 3, wherein the driving gear of each flap is equipped with a pusher, connected on one end with a ferrule, and on the opposite end with a trolley sliding along a guide.